Appendix A: General Notes - Traffic Signal

(These Notes Must Be Included In All Projects That Contain Traffic Signal Work)

1. ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE RIDOT ANTHONY FACILITY, 16 MAPLEDALE STREET, COVENTRY, RHODE ISLAND, 02816.
2. BACK PLATES ARE REQUIRED ON ALL TRAFFIC SIGNAL HEADS AND SHALL BE INCLUDED IN THE PRICE OF THE SIGNAL HEAD.
3. THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OR THE CONTROLLER CABINET DOOR A LAMINATED INTERSECTION GRAPHIC AND TABLE DEPICTING THE TRAFFIC DETECTOR RELAY CHANNEL ASSIGNMENTS. THE DIAGRAM SHALL BE A GRAPHIC OF THE INDIVIDUAL INTERSECTION ORIENTED SIMILAR TO THE PLANS SHOWING THE LOCATIONS OF EACH OF THE LOOP DETECTORS. THE DIAGRAM SHALL, AT A MINIMUM, INCLUDE DETECTOR NUMBERS, STREET NAME LABELS, NORTH ARROW, AND CONTROLLER CABINET LOCATION. THE ASSIGNMENT INFORMATION SHALL BE INCLUDED IN A TABLE WHICH SHALL INCLUDE, AT A MINIMUM, THE APPROACH NAME, DETECTOR NUMBER, TERMINAL NUMBER, DETECTOR RACK SLOT NUMBER, RELAY NUMBER, RELAY CHANNEL NUMBER, AND PHASE ASSOCIATED WITH EACH DETECTOR.
4. TRAFFIC CONTROLLER SHALL BE ORIENTED SO THAT THE CABINET DOOR IS FACING SIDEWALK, UNLESS OTHERWISE STATED ON PLANS.
5. TRAFFIC CONTROLLER CABINETS, UNLESS OTHERWISE NOTED, SHALL BE NEMA TS2 TYPE 1 CABINET SIZE 6 (“P” TYPE) WITH NOMINAL DIMENSIONS OF 52”Hx44”WX24”D.
6. ALL DELAY AND EXTENSION TIMES, AS CALLED FOR ON THE PLANS, FOR PROPOSED LOOP DETECTORS SHALL BE PROGRAMMED IN THE TRAFFIC SIGNAL CONTROLLER AND NOT THE DETECTOR RELAY.
7. A BARE GROUND WIRE SHALL BE PLACED IN ALL PVC CONDUITS AND SHALL BE BONDED TO GROUND RODS IN ACCORDANCE WITH SECTION T.03 OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRDIGE CONSTRUCTION. “BARE GROUND WIRE” WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE PRICE OF PVC CONDUIT ITEMS.
8. FINAL PLACEMENT OF SIGNAL HEADS, DETECTORS, STOP BARS AND CROSSWALKS TO BE DETERMINED IN THE FIELD DURING CONSTRUCTION ACCORDING TO OBSERVED INTERSECTION CHARACTERISTICS BY THE ENGINEER.
9. A 2-FOOT MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL SIGNAL POLES AND TRAFFIC/PEDESTRIAN SIGNAL HEADS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES.
10. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
11. WHEN PLACING TRAFFIC SIGNAL HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED IN ACCORDANCE WITH R.I. STANDARD 43.1.0. NO PATCHES WILL BE ALLOWED.
12. ACCESS TO PEDESTRIAN PUSHBUTTONS SHALL MEET ADA REQUIREMENTS. ALL PEDESTRIAN PUSHBUTTONS SHALL BE ADA COMPLIANT WITH A 2” DIAMETER. SIGNS INSTALLED AT PROPOSED PEDESTRIAN PUSHBUTTONS SHALL BE MUTCD 2003 CODE R10-3B (LEFT OR RIGHT) AND SHALL BE INSTALLED SO THAT IT IS CLEARLY INDICATED WHICH CROSSING IS ASSIGNED TO EACH BUTTON.
13. ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMESIONED ON PLANS.

14. ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
15. TRAFFIC SIGNAL CONTROLLERS SHALL BE WIRED SO THAT ANY FIRE PRE-EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
16. THE CONTRACTOR SHALL WORK CONTINOUSLY TO RESTORE TRAFFIC SIGNAL OPERATION TO ITS INTENDED PURPOSE WHEN REPLACING THE TRAFFIC SIGNAL EQUIPMENT. A POLICE DETAIL IS REQUIRED TO DIRECT TRAFFIC AT THE INTERSECTION AT ALL TIMES DURING THE TRAFFIC SIGNAL IS INOPERATIVE. AT NO TIME SHALL THE CONTRACTOR LEAVE THE SITE BEFORE RESTORING FULL TRAFFIC OPERATIONS.